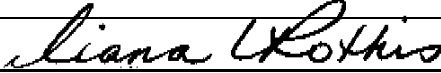


CONTRACT AWARD		STATE OF ALASKA H.Q. STATE EQUIPMENT FLEET (Contracting Authority) 2200 E. 42nd Avenue Anchorage, Alaska 99508 (907-269-0800)		CONTRACT AWARD NUMBER	
				1602025	
ORDERING DEPARTMENT		COMMODITY CODE		DATE OF CONTRACT	
HEADQUARTERS, STATE EQUIPMENT FLEET 2200 E. 42ND AVENUE ANCHORAGE, ALASKA 99508		NUMBER & PERIOD OF RENEWAL OPTIONS TWO (2), ONE (1) YEAR RENEWAL OPTIONS		8/27/01	
		DATE INITIAL CONTRACT BEGINS 9/1/01		PR NO./DATE ASSIGNED	
				DATE INITIAL CONTRACT ENDS 8/30/04	
CONTRACTOR BOB'S SERVICE INC		GS VENDOR CODE:			
ADDRESS 2009 SPAR AVENUE ANCHORAGE, ALASKA 99501		ISSUED IN ACCORDANCE WITH BID # SEF- 676 DATED: 8/20/01			
CONTRACT NAME STEVE JONES		PRICE ADJ. REQ. PRIOR TO EACH RENEWAL: REFERENCE ATTACHMENT C			
TELEPHONE NUMBER 792-3222		CPI/PPI BASE INDEX POINTS & MO/YR: NOT APPLICABLE			
		REVIEW DATE: 7/30/04 RENEWALS EXPIRE (MO/YR): 7/30/2006			
		ESTIMATED VALUE OF INITIAL TERM: \$1,125,000.00 REBID: 4/1/06			
SEND INVOICES IN DUPLICATE TO: <input type="checkbox"/> Ordering Department OR <input checked="" type="checkbox"/> As Specified in Description					
NOTE: This order constitutes a binding commitment between the State and the contractor listed hereon. Unauthorized modification without the expressed prior approval of the contracting authority will result in a financial obligation on the contractor and/or unauthorized State personnel making the change.					
DESCRIPTION					
THREE YEAR CONTRACT FOR THE PURCHASE OF 8 CY MATERIAL SPREADERS TABLE OF CONTENTS SECTION ONE: STANDARD CONTRACT INFORMATION SECTION TWO: ATTACHMENTS ATTACHMENT A - INSURANCE REQUIREMENTS ATTACHMENT B - WARRANTY, PARTS AND PUBLICATIONS ATTACHMENT C - UNIT PRICING ATTACHMENT D - SPECIFICATIONS					
_____ BOB'S SERVICES INC PRINTED NAME, TITLE AND SIGNATURE				_____ DATE	
CONTRACTING AUTHORITY NAME & TITLE DIANA L. ROTKIS, ADMIN MANAGER IV				SIGNATURE 	
TELEPHONE NO.: 907-269-0788		FAX NO.: 907-269-0801		PAGE 1 OF	
IMPORTANT 1. Contract award number and ordering department name must appear on all invoices and documents relating to this order. 2. The State is registered for tax free transactions under Chapter 32, IRS Code Registration No. 92-601185. Items are for the exclusive use of the State and not for resale.					

SECTION ONE STANDARD CONTRACT PROVISIONS

1.01

Assignment

Per 2 AAC 12.480, the contractor may not transfer or assign any portion of the contract without prior written approval from the Contracting Officer.

1.02

Disputes

Any dispute arising out of this agreement will be resolved under the laws of the State of Alaska. Any appeal of an administrative order or any original action to enforce any provision of this agreement or to obtain relief from or remedy in connection with this agreement may be brought only in the Superior Court for the State of Alaska.

1.03

Severability

If any provision of the contract or agreement is declared by a court to be illegal or in conflict with any law, the validity of the remaining terms and provisions will not be affected; and, the rights and obligations of the parties will be construed and enforced as if the contract did not contain the particular provision held to be invalid.

1.04

F.O.B. Point

All goods purchased through this contract will be *F.O.B. dockside Seattle/Tacoma*. All orders subsequently made under this contract will require the vendor to prepay freight to the final destination and invoice as a separate line item. A copy of the original shipping invoice must be included to substantiate the charge. Final destination could be anywhere within Alaska. *Freight will always be in the best interest of the State.*

1.05

Contract Type

This contract is a Fixed Price with Adjustment contract. This contract is for the sole use of the Department of Transportation & Public Facilities, State Equipment Fleet and qualifying governmental entities and political subdivisions based on their purchasing authority.

1.06

Price Adjustments

Contract prices are to remain firm for 120 days after award.

Price adjustments, increases or decreases, for subsequent ("*model year*" *was removed*) orders may be made by providing the contracting officer evidence, satisfactory to the State, that all of the following conditions exist:

- The increase is a result of the increased cost at the manufacturer's level and not costs under the contractor's control, and that;
- The increase will not produce a higher profit margin for the contractor than that on the original contract, and that;
- The increase affects only the item(s) that are clearly identified by the contractor.

Some acceptable forms of the evidence referred to above may take the form of a certified invoice from the manufacturer, or an affidavit from an independent professional price tracking firm that is recognized by the industry as reputable and knowledgeable. The contractor must be able to show the difference between the prior years price and the current difference in price being requested.

Price Decreases: During the period of the contract all price decreases, such as fleet rebates, experienced by the contractor must be passed on to the State. A contractor's failure to strictly and faithfully adhere to this clause will be considered a breach of contract.

Labor hour changes or changes to parts markup must be documented and agreed to by the State. Charges showing increased costs at this level which have not been prior approved will not be paid.

No retroactive price adjustments will be allowed.

The State reserves the right to cancel the contract if the contractor fails to properly perform the duties set out herein

1.06

Contract Approval

This RFP does not, by itself, obligate the State. The State's obligation will commence when the Contracting Office issues Purchase Orders or Delivery Orders. The State will not be responsible for any work done by the contractor, even work done in good faith, if it occurs prior to the contract start date set by the State or prior to the issue of purchase orders.

1.07

Proposal as a Part of the Contract

All of the RFP and the successful proposal are incorporated into the contract.

1.08

Insurance Requirements

The successful offeror must provide proof of workers' compensation insurance prior to contract approval.

The successful offeror must secure the insurance coverage required by the State as covered in Attachment A. The coverage must be satisfactory to the Department of Administration Division of Risk Management. An offeror's failure to provide evidence of such insurance coverage is a material breach and grounds for withdrawal of the award or termination of the contract.

1.09

Contract Payment

The Contractor must submit an invoice, in duplicate, to the purchasing office after the unit has been delivered and accepted at the final destination as specified on the Purchase Order or Delivery Order. No payment will be made until the equipment is delivered and accepted by the State. This includes all manuals as required.

In the event that final delivery cannot be made due to unavailability of barge service or other unforeseen circumstances, the Contracting Officer may, at the State's discretion, allow acceptance of the unit at the best Alaskan shipping point. The State would then be responsible for shipment beyond the location of acceptance.

The State is not responsible for and will not pay local, state, or federal taxes. All costs associated with the contract must be stated in U.S. currency.

1.10

Payment Procedures

Payment for purchases/agreements under \$500,000 for the undisputed purchase of goods or services provided to a State agency, will be made within 30 days of the receipt of a proper billing or delivery of the goods or services to the location(s) specified in the agreement, whichever is later. A late payment is subject to 1.5% interest per month on the unpaid balance. Interest will not be paid if there is a dispute or if there is an agreement that establishes a lower interest rate or precludes the charging of interest.

1.11

Contract Administration

The administration of this contract, including any/all changes, is the responsibility of the Contracting Officer, HQ State Equipment Fleet

1.12

Inspection & Modification - Reimbursement for Unacceptable Deliverables

The contractor is responsible for the completion of all work set out in the contract. Substantial failure of the contractor to perform the contract may cause the State to terminate the contract. In this event, the State may seek associated damages.

1.13

Termination for Default

If the contracting officer determines that the contractor has refused to perform the work or has failed to perform the work with such diligence as to ensure its timely and accurate completion, the State may, by providing written notice to the contractor, terminate the contractor's right to proceed with part or all of the remaining work.

1.14

Liquidated Damages

The State has an immediate requirement for the materials, equipment, or services specified herein. Bidders are urged to give careful consideration to the State's requirements and to the manufacturer's production capabilities when establishing a delivery date(s).

Liquidated damages will be assessed in the amount of 0.1% (0.001) of the unit price, per day, per unit, for failure to meet delivery date as specified by the State. Both the State and the Bidder agree that the above figure represents a reasonable amount for actual damages incurred by the State and is compensatory.

Liquidated damages may be waived if requested in writing and supported by contractual documentation that the bidder had put in place affording a high degree of confidence that the contract delivery schedule would be met, and delays were beyond the bidders control.

1.15

Contract Changes – Additions or Deletions

The State reserves the right to add or delete items, agencies or locations as determined to be in the best interest of the State. Added items, agencies or locations will be related to those on the contract and will not represent a significant increase or decrease in size, or scope of work of the contract. Such additions or deletions will be documented via mutual agreements, will be at prices consistent with the original bid price margins and will be evidenced by issuance of a written contract change notice from the Contracting Officer.

1.16**Contract Invalidation**

If any provision of this contract is found to be invalid, such invalidation will not be construed to invalidate the entire contract.

1.17**Force Majeure (Impossibility to Perform)**

Neither party to this contract shall be held responsible for delay or default caused by acts of God and/or war which is beyond that party's reasonable control. The State may terminate this contract upon written notice after determining such delay or default will reasonably prevent successful performance of the contract

ATTACHMENT A INSURANCE AND INDEMNITY REQUIREMENTS

Article 1. Indemnification

The Contractor shall indemnify, hold harmless, and defend the contracting agency from and against any claim of, or liability for error, omission or negligent act of the Contractor under this agreement. The Contractor shall not be required to indemnify the contracting agency for a claim of, or liability for, the independent negligence of the contracting agency. If there is a claim of, or liability for, the joint negligent error or omission of the Contractor and the independent negligence of the Contracting agency, the indemnification and hold harmless obligation shall be apportioned on a comparative fault basis. "Contractor" and "Contracting agency", as used within this and the following article, include the employees, agents and other contractors who are directly responsible, respectively, to each. The term "independent negligence" is negligence other than in the Contracting agency's selection, administration, monitoring, or controlling of the Contractor and in approving or accepting the Contractor's work.

Article 2. Insurance

Without limiting Contractor's indemnification, it is agreed that Contractor shall purchase at its own expense and maintain in force at all times during the performance of services under this agreement the following policies of insurance. Where specific limits are shown, it is understood that they shall be the minimum acceptable limits. If the Contractor's policy contains higher limits, the state shall be entitled to coverage to the extent of such higher limits. Certificates of Insurance must be furnished to the Contracting Officer prior to beginning work and must provide for a 30-day prior notice of cancellation, non-renewal or material change of conditions. Failure to furnish satisfactory evidence of insurance or lapse of the policy is a material breach of this contract and shall be grounds for termination of the Contractor's services. All insurance policies shall comply with, and be issued by insurers licensed to transact the business of insurance under AS 21.

2.1 Workers' Compensation Insurance: The Contractor shall provide and maintain, for all employees engaged in work under this contract, coverage as required by AS 23.30.045, and; where applicable, any other statutory obligations including but not limited to Federal U.S.L. & H. and Jones Act requirements. The policy must waive subrogation against the State.

2.2 Commercial General Liability Insurance: covering all business premises and operations used by the Contractor in the performance of services under this agreement with minimum coverage limits of \$300,000. combined single limit per occurrence.

2.3 Commercial Automobile Liability Insurance: covering all vehicles used by the Contractor in the performance of services under this agreement with minimum coverage limits of \$300,000. combined single limit per occurrence.

ATTACHMENT B WARRANTY, PARTS AND TRAINING

1.01

Warranty

Basic Warranty: One year from the in-service date per the following:

- (a) The in-service date is no later than 60 days from delivery and acceptance at the final destination.
- (b) The Contractor's site in Anchorage will be the main repair and warranty station.
- (c) Warranty repair and service within a 75 mile radius of Anchorage will be performed at the Contractor's facility. The unit will be cleaned out and delivered by the State.
- (d) Warranty repair and service within a 100 mile radius of Fairbanks will be performed at the State Facility. If a Contractor provided service technician is requested, the following costs apply:
 - Flat \$350.00 fee for call-out.
 - Travel outside Fairbanks, i.e., the Dalton Highway camps, will be charged per diem at \$36.00 per day and \$1.96 per mile. Lodging will be billed at actual expense.
- (e) Warranty repair and service within a 40 mile radius will be delivered to Juneau (cleaned out). If a Contractor provided service technician is requested, the following costs apply:
 - Flat \$450.00 fee for call-out.
 - Travel outside of Juneau, i.e., Sitka, will be charged actual additional airfare, per diem at \$36.00 per day and actual lodging costs.
- (f) All claims for warranty repair must have approval and assignment of a claim number by Bob's Services. An estimated time for repairs will be supplied with the claim number.
- (g) All travel and per diem must be pre-approved by the paying Regional/District Manager.
- (h) All repairs made by the State will be reimbursed at \$55.00 per hour. No travel, clean out or prep time is covered under warranty.

1.02

Parts

Parts will be charged out at list price less 5%, plus freight to final destination. A factory price book will be provided to each parts manager statewide.

1.03

Publications

One set of manuals for parts and service will be provided with each unit delivered. The Contractor will be provided a list of Regional/District Managers for contacting should any component require recall or service campaign. Such notifications shall take the form of a letter or fax to all Managers within 48 hours of notification to the Contractor.

ATTACHMENT C UNIT PRICING

All prices are quoted FOB Seattle Area

Henderson Material Spreader	\$ 14,318.15
Top Grate Screens (Grizzly) Installed	\$ 1,668.96
Sloped Fenders ILO Flat Catwalks Installed	\$ -
Inverted V Installed	\$ 353.00
Steel Side Spill Shields Installed	\$ 381.00
Box in All Cross Members and Provide Rear Cross Member with .25" 304 Stainless Plate for Mounting to Rear Hinge, Rear Cross Member Shipped Loose	\$ 148.00
Air Deflector S.S.	\$ 206.00
Hydraulic Pre-Wet Shipped Loose in Sander	\$ 2,241.00
Installation of Hydraulic Pre-Wet	\$ 285.00
Idler Grease Tube Extended to Rear	\$ 126.00
Stainless Fold Down Step	\$ 131.00
Drop Forged Sprocket	\$ 150.00
Machines Sprockets in Place of Cast	\$ -
7 Gauge I.L.O. 10 Gauge	\$ 265.00
Cross Bars Welded Top & Bottom I.L.O. Top Only	\$ 120.00

ATTACHMENT D SPECIFICATIONS

GENERAL: All stainless steel will be 340SS.

1.0 POWER TRAIN:

1.1 Hydraulics:

1.1.1 The host unit's crankshaft driven hydraulic pump, including hoses, reservoir, and spreader control, will be part of the truck host and are not required to be furnished with spreader.

1.1.1.1 The host truck's hydraulic pump is capable of providing 15 GPM to the conveyor motors and 5 GPM to the spinner motor, both at 1850 PSI.

1.1.2 Hydraulic motors are US manufactured *CHAR-LYNN*.

1.1.2.1 Two (2) each motors are used for the conveyor.

1.1.2.1.1 Two (2) each *DURST* spur gear boxes with 6 to 1 ratio are used in conjunction with hydraulic motors for the conveyor (forward and rear).

1.1.2.2 A separate hydraulic motor is provided to drive the spinner.

1.1.2.2.1 The motor is directly mounted to the top of the spinner.

1.1.3 Spreader to be equipped with capped off hydraulic lines to spinner and conveyor motors, both running to a convenient location on front right corner of spreader to a single connection point.

1.1.4 Hydraulic Hose:

1.1.4.1 High pressure hose is *WEATHERHEAD* H-104.

1.1.4.2 Low pressure hose is *WEATHERHEAD* H-325.

1.1.5 Hydraulic installation is designed to mate to current State trucks.

2.0 HOPPER BODY:

2.1 All material, except as noted, to be **304 stainless steel**.

2.2 7 gauge sides, ends and sills.

2.3 Body length, 13 feet.

2.4 Body width, maximum 84 inches with exception to fenders and the dirt shedders that need to be 102 inches.

2.5 Conveyor chain protector.

2.6 Inverted "V".

2.7 To provide lifting eyes at each corner of spreader box.

2.8 Catwalk: Left side.

- 2.9 Full length stainless steel skirting at base of spreader along each side to act as rear tandem wheel fender. Skirting is sloped in areas where there are not pre-wet tanks.
 - 2.9.1 Fenders extend out to 102 inches.
- 2.10 Box in all cross members and provide rear cross member with ¼” 304 stainless steel plate for mounting to rear hinge, rear cross member shipped loose.
- 2.11 Dirt Shedders: Minimum angle of grizzly sides. To take overall width of unit to 102 inches, stainless steel.
- 3.0 **HOPPER GRIZZLY:**
 - 3.1 Hopper Grizzly is State of Alaska design:
 - 3.2 Grizzly is not stainless steel, except as noted.
 - 3.3 Shall include heavy-duty grizzly bars over top of hopper body to eliminate oversize material.
 - 3.4 To be constructed of minimum 1½ (1.5) inch outside diameter schedule 80 iron pipe.
 - 3.4.1 Approximately 45 inches in length.
 - 3.4.2 On 4-1/8 (4.125) inch centers providing approximately 2½ (2.5) inch spacing.
 - 3.5 Frame to be assembled in three (3) sections constructed of 3/8 (0.375) x two (2) inch angle iron.
 - 3.5.1 To be properly hinged to permit access into hopper with hinge point approximately 18 inches above hopper body side ledges.
 - 3.6 Bottom section for frame angle iron to be positioned so that:
 - 3.6.1 Inside flat side of angle iron sets just inside of top of hopper body ledge.
 - 3.6.2 Top flat side of angle iron to which pipe is attached rests on hopper body top ledge.
 - 3.6.3 Center ridge post to be approximately 3½ (3.5) inch outside diameter schedule 80 iron pipe.
 - 3.6.4 Approximately 18 inches above top of hopper body.
 - 3.7 Hopper grating protectors to be stainless steel and consist of vertically welded plates on both ends of hopper body and at division of each grizzly section.
 - 3.7.1 Both front and rear end plates to be approximately (2) inches higher than grizzly. Center plate(s) to be mounted flush with grizzly.
- 4.0 **AIR DEFLECTOR:**
 - 4.1 An air deflector shall be supplied on the upper rear of the unit to help prevent snow, ice, and sand accumulation on the rear of the sander, including lights and the “Keep Back 50 Feet” sign. The sign, which is approximately 16x20 inches, will be supplied and installed by the state, after delivery.
 - 4.2 To be bolt-on design, full width of hopper.

- 4.3 Stainless steel, 12 gauge, construction.
- 5.0 **CONVEYOR ASSEMBLY:**
- 5.1 Conveyor chain shall be 100 percent stainless steel including bar flights, all side links, pins, and drive links, running full length of body.
- 5.1.1 Width, 30 inches minimum.
- 5.1.2 Shall consist of two (2) heavy duty strands, minimum capacity 20,000 pounds each, block chain.
- 5.1.3 Pins are to be welded to keep pins in place on links.
- 5.1.4 Flights to be flat type.
- 5.1.4.1 3/8 x 1½ (1.5) inch, welded to side-bars.
- 5.1.4.2 4½ (4.5) inch spacing.
- 5.2 Adjustment Screws: To include two (2) each, heavy-duty, spring-loaded, adjustment screws, to maintain proper conveyor tension.
- 5.2.1 To be cadmium plated.
- 5.2.2 To provide a minimum of three (3) inch travel for tension adjustment.
- 5.3 Front idler and drive shafts to be minimum two (2) inch diameter, stainless steel.
- 5.4 Bearings or bushings to include easy access grease fittings, sealed.
- 5.5 Sprockets:
- 5.5.1 To be drop forged, eight (8) tooth.
- 5.5.2 All sprockets to be common and interchangeable.
- 5.5.3 Sprockets are not to be welded to shafts.
- 5.5.3.1 To be keyed type with set screw.
- 5.6 Conveyor Wear Plate:
- 5.6.1 Consist of ¼ (0.25) inch thick stainless steel wear plate, full width and length of conveyor
- 5.7 A wiper shall be installed at the discharge end to prevent residue on conveyor chain from being cast onto, and building up on, truck frame and valve body bank.
- 5.8 Front of hopper body conveyor to be cut out the width of conveyor approximately six (6) inches above conveyor.
- 5.8.1 To include gate or heavy rubber flap to provide access to front of conveyor.
- 5.9 Rear of hopper body to include an adjustable feed gate above conveyor to control flow of material to spinner.

6.0 SPINNER ASSEMBLY:

- 6.1 Shall consist of a hydraulic motor turning a single center mounted spinner disc. (Hydraulic motor to be mounted directly to top of spinner disc).
 - 6.1.1 Rotation of spinner wheel, clockwise, as looking down on spinner.
- 6.2 Spinner disc to be 20 inch diameter.
 - 6.2.1 To be fluorocarbon of high strength heavy duty polyurethane elastomer.
 - 6.2.2 To include minimum of six (6) flights.
- 6.3 Capable of distributing material to a minimum radius of 20 foot from the spinner.
- 6.4 Deflectors:
 - 6.4.1 To be stainless steel.
 - 6.4.2 Manually adjustable.
 - 6.4.3 Capable of controlling spread in desired directions.
 - 6.4.4 Adjustable to a minimum radius of eight (8) feet.

7.0 PRE-WET SYSTEM - OPTIONAL PRICED ITEM, INSTALLED:

- 7.1 Low pressure system for magnesium chloride.
- 7.2 Tank:
 - 7.2.1 Capacity: Minimum of 150 total gallons (one each left side mounted at 75 gallons and one each right side mounted at 75 gallons).
 - 7.2.2 Construction:
 - 7.2.2.1 Baffled, translucent poly, UV protected, with minimum wall thickness of .25 to .312 inch thick.
 - 7.2.3 To include a minimum five (5) inch opening chained cap.
 - 7.2.4 To include a top mounted breather vent.
- 7.3 Pump to be of bronze cast housing construction and be hydraulically driven.
- 7.4 Piping and fittings to be corrosion resistant.
- 7.5 Enclosure: Pump, low pressure switch, manual proportional adjustable flow divider for accurate gallons to ton ratio, electrical terminal block, etc., to be housed in a corrosion resistant constructed enclosure.
- 7.6 Nozzles to include check valves.
- 7.7 Cab controls: To include low level indicator, "ON/OFF" master switch with "ON" indicator light, back-lighted variable rate control, and "High" and "Low" pressure indicators (Light and Alarm). Shipped loose.
- 7.8 System will be ordered with sander and is to include cab controls. State personnel will do actual installation.

8.0 CAB GUARD:

- 8.1 To provide cab guard at front of spreader extending 32 inches beyond front of hopper.
- 8.2 Bottom of guard to be flush with top of hopper sloping up approximately 24 inches to leading edge of guard with a four (4) inch vertical stiffener across front, welded to leading edge of bottom plate of guard and side plates.
- 8.3 Side plates to extend to top of front plate and be flush with hopper front end guard plate at front of hopper body.
- 8.4 Cab guard to be constructed of minimum of seven (7) gauge stainless steel plate.

9.0 MUD FLAPS:

- 9.1 To provide heavy duty black rubber mud flaps with no logo.
- 9.2 Each unit requested to have four (4) flaps with installing hardware packed in hopper for shipping purposes.
- 9.3 With sufficient length to suspend from skirting to within 12 inches of ground.
- 9.4 Mud flaps will be installed by State in proper location to fit host truck on which spreader body will be installed.

10.0 LIGHTS AND WIRING:

- 10.1 Complete flush mounted lighting system shall conform to Federal (FMVSS) specification #108.
 - 10.1.1 Stop, turn, and tail to be *TRUCK-LITE* Model Super 44 LED, or equivalent LED.
 - 10.1.2 Back-up lights to be sealed back-up light, *PETERSON* MFG 415 light with 426-18 grommet and 431 plug or similar.
 - 10.1.3 Marker and clearance lights to be *BETTS* vapor proof system or *TRUCK-LITE* super system.
 - 10.1.4 This closed system shall be designed to protect against abrasion, salt, capillary action, and physical damage using sealed junction boxes, compression fittings and standard production *BETTS* or *TRUCK-LITE* sealed wiring harnesses.
 - 10.1.5 Back-up lights, combination stop/turn/tail lights and side marker light/reflectors, to be waterproof, stainless steel or nonferrous material.
 - 10.1.6 Mounted on spreader box taking maximum advantage of the air deflector.
 - 10.1.6.1 Recessed and/or guarded to prevent damage.
 - 10.1.6.2 Stop/turn/tail to be mounted about eight (8) inches below the strobe lights.
 - 10.1.6.3 Back-up lights to be mounted directly below the stop/turn/tail lights.

- 10.2 Provision for mounting rear license plate shall be provided with appropriate light(s) to illuminate the license plate area.
- 10.3 Rear Flood/Work Light:
 - 10.3.1 To include an adjustable, rubber tractor/implement flood-light-Par 36.
 - 10.3.2 Rubber housing, H7614 halogen sealed flood beam, and zinc plated bracket.
 - 10.3.3 So situated to illuminate the spinner material spread pattern on left hand side of spreader.
- 10.4 All light bodies and junction boxes for *BETTS* system to be of *LEXAN* type, corrosion proof, high strength, material.
- 10.5 Strobe Lights:
 - 10.5.1 To include the *WHELEN* SuperStrobe as set forth in *WHELEN* drawing #81374, Sheet 1 of 7, Rev. N, dated 10/17/90.
 - 10.5.1.1 Exclude UPS-4 power supply and cab switches.
 - 10.5.1.2 Wiring and connection for hook-up to power supply and controls on existing truck chassis must be provided.
 - 10.5.2 *WHELEN* Model SS361's to be mounted on front of spreader cab guard forward corners, on six (6) inch pedestals.
 - 10.5.3 Rear mounted dual "S" head assemblies to be mounted approximately seven (7) feet above ground level just below the rear air deflector.
 - 10.5.4 Left lenses on unit to be amber.
 - 10.5.5 Right lenses on unit to be blue.
- 10.6 Wiring:
 - 10.6.1 Wiring with 10 feet of additional cable (*BEE WIRE & CABLE, INC.* Bee-Flex, or similar, SAE & ATA oil and water resistant good to minus 55 degrees Fahrenheit) to end at right front lower corner of sander unit next to hydraulic ends. The 10 foot of additional wire to be coiled with permit connection to *BETTS* junction box on chassis of existing truck on which spreader to be installed. This junction box is located in-between the truck chassis rails at the rear of the truck.
 - 10.6.2 All non-factory wire connections (splices, connectors, etc.) shall be soldered and shrink tube insulated with adhesive/metable sealant, thick wall polyolefin shrink tubing (3M EPS-300 or equal).
 - 10.6.2.1 No non-factory crimp connections allowed.
 - 10.6.2.2 All electrical connectors shall have dielectric grease applied to terminals to reduce corrosion.
 - 10.6.3 All non-factory wiring shall be encased in a totally sealed wiring harness (no plastic split loom) to prevent corrosion from magnesium chloride. The wiring harness shall be well secured to the truck with neoprene aircraft stainless steel tubing clamps.

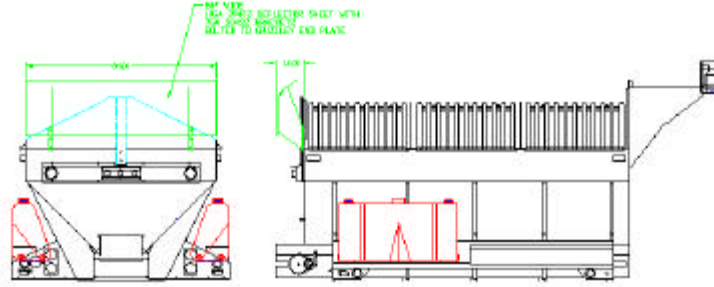
- 10.6.4 Rubber grommets shall be used at all areas where the wiring passes through areas that could damage the wiring.

11.0 MISCELLANEOUS:

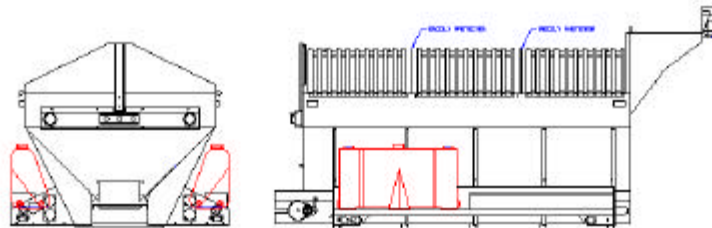
- 11.1 Sprockets, pulleys, idler shafts, drive shafts, spinner discs, gear boxes, and hydraulic motors are not required to be stainless steel.
- 11.2 All body and structural components not specifically indicated are to be stainless steel.
- 11.3 All exposed edges to be ground and smoothed to eliminated any possibility of cuts by personnel working on or climbing on spreader.
- 11.4 Paint:
 - 11.4.1 Stainless steel is not to be painted.
 - 11.4.2 Non stainless to be cleaned of all contamination and millscale by media blasting and then primed and painted, minimum of 3.5 mils, with urethane product to manufacturer's recommendations or powder coated, orange or black in color.

End of Build Spec

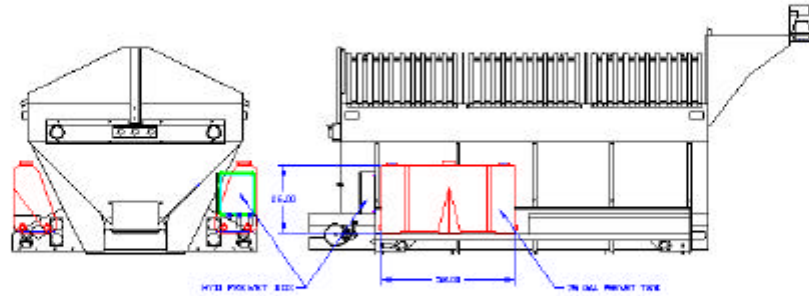
REAR AIR FLOW DEFLECTOR



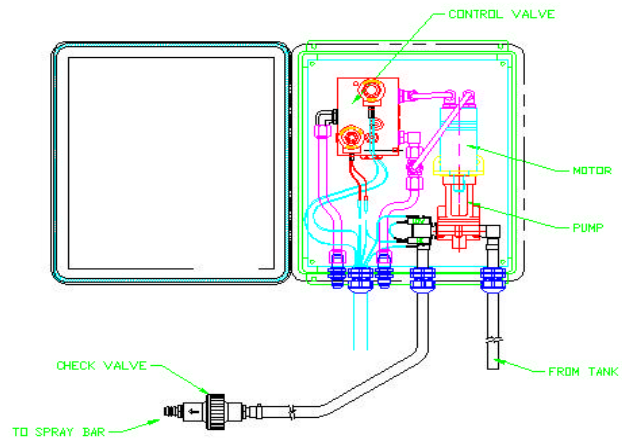
OPTIONAL GRIZZLY PROTECTOR



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OPTIONAL PREWET SYSTEM

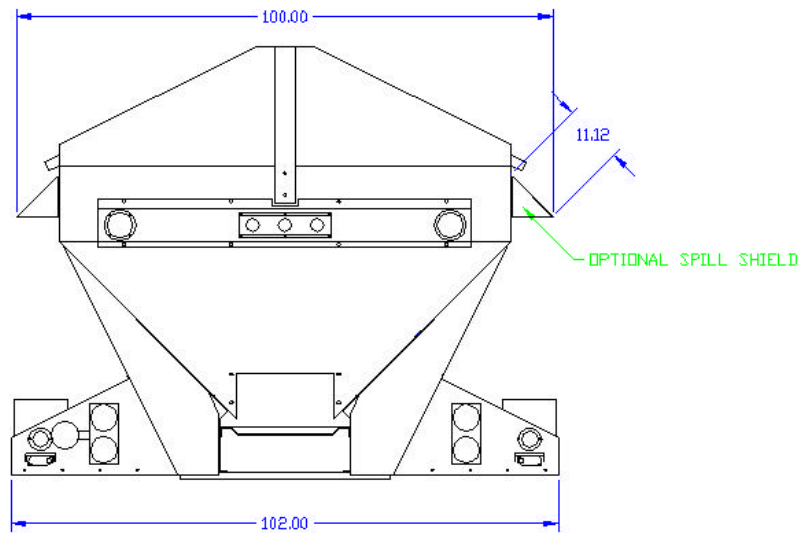


PREWET CONTROL BOX



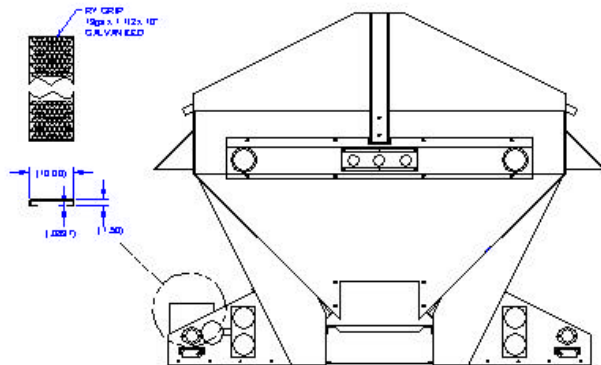
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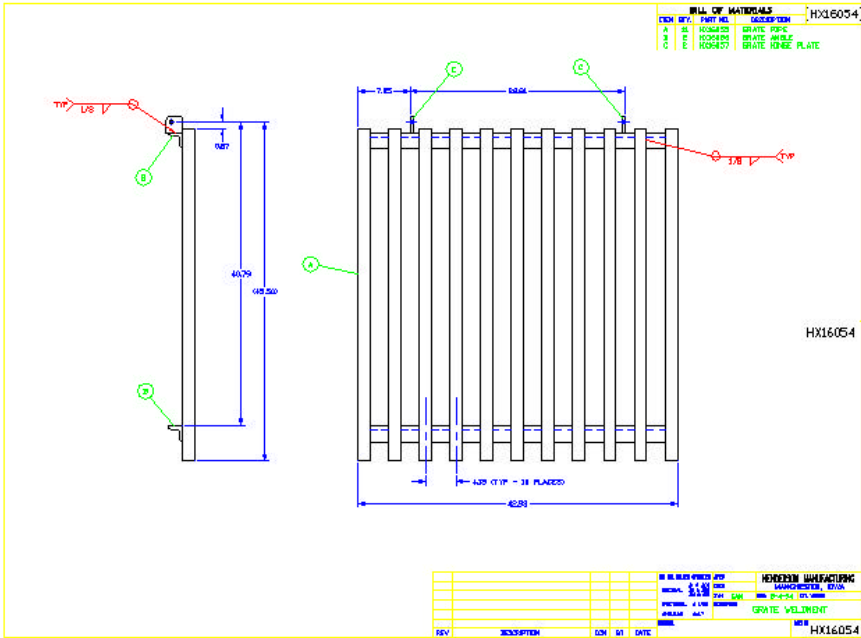
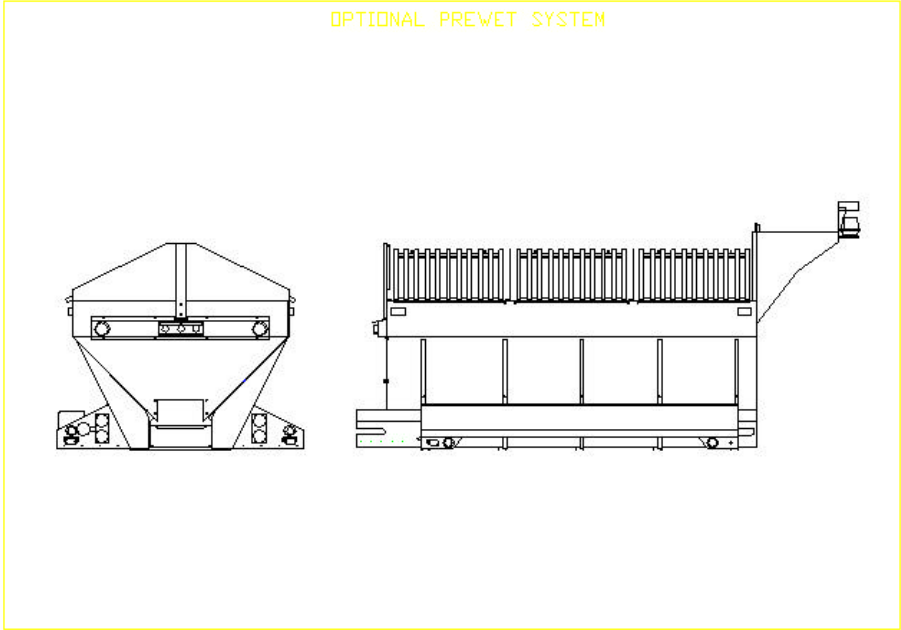
OPTIONAL SIDE SPILL SHIELD



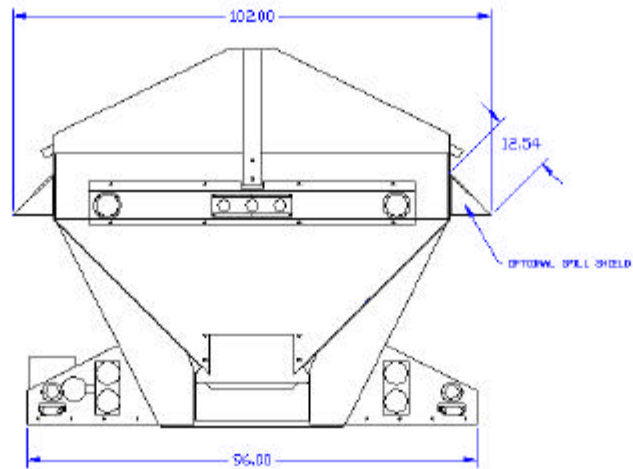
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OPTIONAL CATWALK

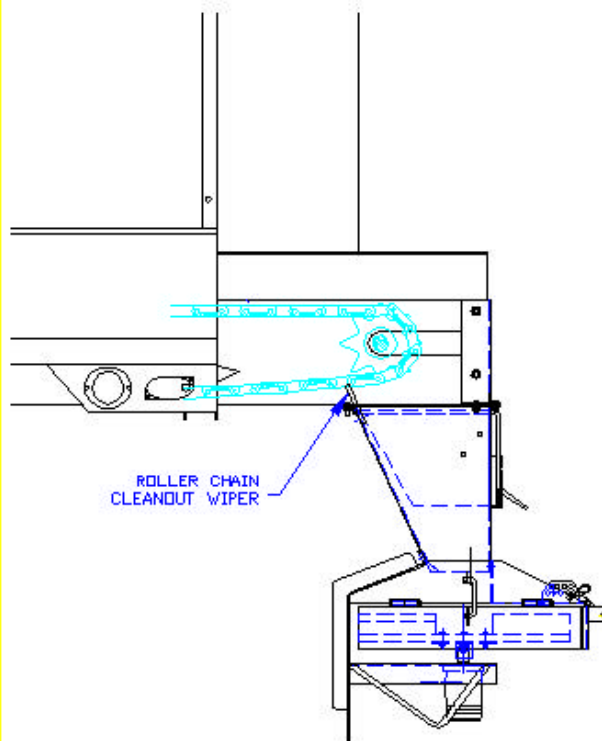




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 OPTIONAL SIDE SPILL SHIELD



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 CHAIN WIPER



CHAIN WIPER

